

MEMORANDUM

Transportation Planning



To: Cindy Hom, Planning Division
From: Joseph J. Oliva III, Principal Transportation Planner
Subject: Living Word Church on California Circle
Date: February 9, 2007

This memorandum is intended to summarize the findings contained in the Traffic Impact Study (TIS) for the Living Word Church expansion prepared by Multitrans Transportation Consultants on January 24, 2007. The church is seeking approval to expand their current operations at 1494 California Circle into an adjacent building located at 1600 California Circle. This Use Permit Amendment would allow the church to expand the sanctuary (currently 550 in the congregation) and hold two Sunday services. 378 parking spaces are provided for both buildings.

The TIS evaluated five signalized study area intersections for impacts during the weekday PM peak hour and the California Circle/I-880 NB Ramps intersection during the Sunday morning peak hour of the generator. All study area intersections continued to operate at acceptable levels of service under project conditions. It should be noted during the weekdays, the church class schedule runs from 9:30 AM to 3:30 PM and after 6:30 PM, thus avoiding the commuter peak period.

The TIS evaluated potential parking demand by estimating parking accumulation on an hour-by-hour basis. According to the analysis, a total of 191 parking spaces would be required by the City's Zoning Ordinance to accommodate the peak parking demand for a typical Sunday. The peak would occur at approximately 12:30 PM. During an average weekday, the maximum hourly parking demand would be 370 spaces. This assumes a maximum of 342 classroom students and each one driving their own vehicle. The 378 parking spaces provided would accommodate the peak demand of 370 vehicles.

To further reduce the parking demand (especially for weekday classroom use), the Living World Church should prepare and implement a Traffic Demand Management (TDM) Plan. The TDM Plan could include potential strategies such as carpooling, vanpooling, bicycling and other alternatives to driving alone. Cash incentives could also be considered.

cc: Janice Nadal, Assistant Transportation Planner